



City of Waltham

Jeannette A. McCarthy
Mayor

Via Online: www.mass.gov/mbtacommunities.

January 31, 2023

Nathan Carlucci
MBTA Community Compliance Coordinator
Department of Housing and Community Development

RE: Action Plan for MBTA Communities-City of Waltham

Dear Mr. Carlucci:

Enclosed please find:

Action Plan Form
Supplemental Responses
Technical Analysis
Board of Assessors Information
Waltham Housing Authority Subsidies
City of Waltham Housing Projects Info

Thank you.

Sincerely yours,

A handwritten signature in blue ink that reads "Jeannette A. McCarthy".

Jeannette A. McCarthy
JAM/tbm
encl.

CITY OF WALTHAM-MBTA ACTION PLAN

SUPPLEMENTAL RESPONSES

JANUARY 31, 2023

SECTION 1.3

A. MANDATE

State mandate requires 3,982 multi-family units, of which 1,991 must be within $\frac{1}{2}$ mile of any commuter rail station.

Waltham currently has 15,294 multi-family units city-wide. (Waltham Board of Assessors)

Waltham has 5,548 multi-family units within $\frac{1}{2}$ mile of any commuter rail station – 5,008 multi-family units within $\frac{1}{2}$ mile of the Carter Street Station and 540 multi-family units within $\frac{1}{2}$ mile of the Brandeis-Roberts Station.

Under the model required by the DHCD, the City's potential, by-right multi-family capacity within $\frac{1}{2}$ mile of the two rail stations is approximately 1,466* units (1,869* if split lots are allowed to be counted), thus Waltham, under the DHCD formula, has a deficit of 525 units within $\frac{1}{2}$ mile of the two commuter rail stations (122 units if split lots are allowed to be counted):

Please see page 7 Potential Parcels/Areas for Mandated Multi-family.

B. WALTHAM ZONING

Under current City of Waltham Zoning, the build out estimate by-right allows for 1,466* (1,869* if split lots counted) multi-family units in Zones: Residence C, Business A, Business B and Business C within $\frac{1}{2}$ mile of the two commuter rail stations.

Carter Street Station Area

Zoning District	Number of units allowed by right within the ½ mile radius
Residence C* (Allows 6 units per acre)	73 units (125 units if split lots counted)
Business A* (Allows 6 units per acre)	3 units (also 3 if split lots counted)
Business B* (Allows 10 units per acre)	75 units (143 units if split lots counted)
Business C (Allows 30 units per acre)	1,191 units (1,468 if split lots counted)
Brandeis/Roberts Station area (1/2-mile radius)	
Residence C* (Allows 6 units per acre)	124 units (130 if split lots counted)

*Included in counts of multi-family units even though the districts do not allow by right 15 units per acre. If these units are not counted, then based solely on the Business C district, the City has the potential for 1,191 multi-family units by right in the Carter Street Station area under current zoning, resulting in a deficit of 800 units within that station area (523 if the portion of the split lots actually located within the ½ mile area were counted).

Within approximately 500 feet of the Carter Street Station ½ mile area is the HR1 district which, under current zoning, allows an additional 349 multi-family units by right. If allowed to count these additional 349 by right units as part of the 1,991 units required for the Carter Street Station Area, then the City would only need 451 additional by right units (23 additional units would be required if allowed to count the land area within the ½ mile area (split lots))

C. CURRENT PUBLIC TRANSPORTATION IN WALTHAM

Keolis/MBTA Commuter Rail - Fitchburg Line from Wachusetts Station in Fitchburg to North Station stops at Brandeis/Roberts (South Street) and Carter Street Downtown Waltham (2 stops on either side of Moody Street)

MBTA buses - MBTA recently eliminated several bus opportunities in Waltham.

1. HISTORY

For over 50 years, MBTA has had a master plan to elevate the 2 downtown commuter rail stops in Waltham which could help with frequency issues – no funding.

Frequency of the Fitchburg line – the City worked with former Congressman Olver on his rail study. Some western stops were improved. Nothing significant was done to address the infrequency of the eastern line. In the last 20 years, MBTA/Keolis made Waltham's downtown stations handicap accessible.

The City of Waltham had a public/private collaboration with the 128 Business Council to provide Waltham Citibus, intercity transportation. It ran at a deficit. The City paid \$200K to cover the deficit. The program was eliminated due to lack of ridership.

Waltham's Mayor worked with the Selectpersons from the Towns of Weston, Lexington, Lincoln, Burlington and MAPC on a Rt. 128/Interstate 95 Central Corridor study.

To keep the region's economic engine viable, prevent loss of tenants due to bumper-to-bumper traffic and to address energy conservation and climate change, Waltham's Mayor has advocated for and worked with private landowners for public transportation for the Rt. 128/Interstate 95 highway area, specifically for a multi-modal center in the vicinity of the Fitchburg line near Jones Road in Waltham.

2. CURRENT TRANSPORTATION PROJECTS

Private developers have submitted to Mass DOT plans for upgrades to Routes 117, 20 and 128. Those plans include a new seven-lane bridge for Rt. 117 in Waltham, realignment of Bear Hill Road and Green Street and direct on and off ramps to the highway. A multimodal center is also included in those plans. (A public private partnership is involved.)

Waltham's Mayor has long advocated for an electric monorail in the middle of the highway from Burlington to Waltham to Westwood; Westwood rail line goes to New York and South Station. The Fitchburg line extends from Wachusetts Station to North Station; and Burlington could go to Alewife Station. Jones Road, adjacent to the Fitchburg line, would be the stop for Waltham. Shuttle buses would connect the highway to the rest of Waltham.

The mayor is planning on putting out a feasibility study for a monorail for the Waltham section of the highway and the Fitchburg line frequency.

SECTION 2: HOUSING REVIEW

SECTIONS 2.1, 2.1a, 2.2, 2.2a

The City of Waltham has two master plans, Legislative and Executive versions (2007) that are in the process of being updated in a collaborative effort by a City Council Master Plan Committee with the mayor as an ex-officio member of the Committee.

Community meetings for each of the City's 9 Wards have been held. The City's Planning and Housing Departments have had additional meetings to seek data from seniors, veterans, various nonprofits and social service agencies. Additional outreach meetings will be held for businesses, schools, parents, students and other stake holders. A City-wide meeting will be held to review all data collected.

The Master Plan Committee will be hiring a zoning expert to assist with zoning and related housing issues, including Section 3A compliance and the creation of more truly affordable housing.

STRATEGIES

Housing strategies to date include: production of affordable housing by the City of Waltham, assistance to and funding for third parties' creation of affordable housing, amendments to the Zoning Ordinance, and subsidies to the Waltham Housing Authority for its state units.

SPECIAL PERMIT ZONING

The City Council increased the requirements for inclusion of affordable units in special permit housing from 10% to 15%.

AFFORDABLE HOUSING PRODUCTION

The City's Housing Department and Municipal Affordable Housing Trust Fund with the mayor and City Council renovated 2 former city school buildings, all with city funds and with no subsidies from the State. The former Hardy elementary school was renovated to provide 19 fully affordable housing units for seniors. The City has not had to raise the tenants' rent since it was opened in 2014. A 40B was used to achieve zoning compliance.

The former Banks School, had two large buildings which were renovated into 24 condos. First time home owners and empty nesters purchased the units. Three units were deed restricted and the rest of the units were affordably priced. See Attached sheets. Some units have been resold and the opportunity to buy affordable condos continues. The locus is in a Business B Zoning District. A City Council Special Permit was used to achieve zoning compliance. Funding for the project included some City Housing Trust funds and temporary bonds issued by the City. Once the condos were sold any Housing Trust money used was reimbursed to the Housing Trust Fund to be used on another affordable housing project.

The Cardinal Cottage (historic) at the former Fernald School, Trapelo Road, is being renovated with City's Housing Trust Fund money into 2 affordable units.

WALTHAM HOUSING AUTHORITY SUBSIDIES

Several million dollars in City money has been provided to the Waltham Housing Authority for help with quality-of-life issues with their state units. See Attachment.

ASSIST PRIVATE HOUSING COMPANIES

2 Life Communities received City of Waltham Community Preservation funds in the amount of six million dollars towards its housing project (former Leland Home) for 68 units next to the Waltham Senior Center. A 40B was used for compliance with zoning.

40Bs in WALTHAM

The most recently permitted private 40Bs in the City are 340 Second Avenue (195 units), 305 Winter Street (315 units) and 79R Pond Street (210 units). 1486 Main Street is pending before Waltham Zoning Board of Appeals.

MULTI-FAMILY HOUSING

The City of Waltham was ahead of the concept of multi-family housing in the downtown and transit-oriented development.

Specifically, previous Waltham City Councils changed the zoning or approved special permits for various projects and provided significant waivers for density, parking and other requirements (e.g., no affordable units required on site, just contribution to Housing Trust Fund):

Clark Apartments, 48 Pine Street, WHA 120 units high rise -	Business C
Francis Cabot Lowell Mill, 174 & 190 Moody Street, 258 units-	Business C
Cronin's Landing, 211-245 Moody Street, 290 units	Business C & Overlay
The Merc, One Moody Street, 269 units	Business C & Overlay
Edison, 20 Cooper Street off Pine and Moody 264 units	Overlay
Currents on the Charles, 36 River Street, 200 units	Overlay

Not only were multi-families built in the downtown, they were permitted elsewhere in the City, Bear Hill Village, 1449 Main Street, 327 units and Longview Place, Hope Avenue, former Waltham Hospital land, 348 units on 5 acres, and more...

Now in essence, the City of Waltham is being penalized to put more multi-family housing in the downtown where the railroad is and where density is the greatest and traditional affordable housing (apartments) is most prevalent.

NEW CITY PROJECTS

We believe that one size does not fit all. More multi-families in Waltham's downtown, which is already a very densely populated area with multiple multi-families already, topped off with subpar public transportation and an infrequent commuter rail, does not help.

We are suggesting that we be able to build along the Fitchburg line, but not necessarily within the ½ mile. The City's Law Department will finish its analysis of all the City's zoning districts within the ½ mile and work with the consultant and City Council.

Special permits and market rate multi-family housing make it much harder for the City to satisfy its 40B requirement and in Waltham, market rate housing is actually luxury housing. The City is working on creating more truly affordable housing versus more luxury units.

The City Council will also explore diverse ways to create true affordable housing with the Zoning consultant.

The City is looking to renovate at least 3 large buildings at the former Fernald School, 200 Trapelo Road, now owned by the City, into affordable housing. If the School Department surpluses Lawrence School on Trapelo Road, we would also seek to provide neighborhood affordable housing at Lawrence, just like we did at Hardy School.

Zoning is the purview of the Legislative branch, the Waltham City Council and anything will have to be agreed to by them.

POTENTIAL PARCELS/AREAS FOR MANDATED MULTI-FAMILY

Felton Street, Moody to Prospect Street	Carter Street Station
Sawyer Road, South Street to end	Brandeis/Roberts Station
Charles River Road (No.164)	Brandeis/Roberts Station
Turner Street, South Street westerly	Brandeis/Roberts Station
Waverley Oaks Road (No. 465)	Waverley Station,Belmont

Felton Street- Commercial District
Sawyer Road- Industrial
Charles River Road- Residence C
Turner Street-Commercial
Waverley Oaks Road- Commercial

TECHNICAL ANALYSIS – Law Department

Section 2.2a The Mayor requested the Waltham Law Department to examine different zoning models to achieve compliance with the requirements as mandated by DHCD. That work is currently ongoing. The City Council controls zoning decisions and all models are being studied to discuss with the City Council. The Law Department is currently using the compliance modeling program provided by DHCD to determine how various dimensional changes would increase the required number of potential additional multi-family housing units in the City as it seeks to meet the DHCD-imposed requirement of 3,982 additional multi-family units. It should be noted that while Waltham currently has a large number of multi-family units already in existence (57% of the total number of residential units in the City and 81% of the total number of residential units within the state-identified developable station areas – Carter Street (82.7% of all units within this ½-mile area) and Brandeis/Roberts (70% of all units within this ½-mile area), located within Waltham, and Waverley and Kendall Green, located in Belmont and Weston respectively, but which encompass developable land area within Waltham), for the most part, these multi-family units do not qualify under DHCD's requirements for inclusion in the 3,982

units because the zoning districts within which they are located do not currently permit density of at least 15 units per acre. The only district in Waltham that currently permits, as of right, density of 15 or more units per acre is the Business C district, which actually allows by right 30 units per acre. This model is disparate in its impact with regard to cities which already have many multi-family units and other communities that do not already have multi-family units.

The Law Department is currently exploring different scenarios with proposed changes to the Residence C district, which has a maximum of six (6) dwelling units per acre. The department is reviewing possible changes to floor area ratio, lot coverage, building setbacks, parking requirements, building height, minimum lot size, and maximum number of units per acre permitted.

The Business A and Business B zoning districts allow by right six (6) and ten (10) units per acre respectively. In the Carter Street area, this results in approximately 78 multi-family units being permitted. Neither district, however, complies with the mandated minimum of 15 units per acre by right. Those areas will also be examined for possible changes as currently being examined for the Residence C district.

Section 3.1a. As noted above, the only district in Waltham within a developable station area that currently meets or exceeds the requirement of 15 multi-family units per acre by right is the Business C district, which allows 30 multi-family units per acre. Under the current Zoning Ordinance, this district, within $\frac{1}{2}$ -mile of the Carter Street commuter rail station could potentially produce approximately **1,191 multi-family units (1,468 units if split lots are counted)**.

There is another district, the HR1 district, which allows 59 units per acre by right; however, while this zone meets the density requirement and is located along the Fitchburg commuter rail line, it is not located within $\frac{1}{2}$ mile of any commuter rail station, but is within $\frac{1}{2}$ mile of the rail line itself. If 50% of the required number of units can be achieved within the station areas (1,991 multi-family units), then this HR1 district could potentially be used as a component of achieving full compliance of 3,982 potential multi-family units as there are sidewalks between this district and the Carter Street commuter rail station that would make access to same feasible.

Section 3.1b. Changes to an existing zoning district are currently focused on the Residence C district. The necessary changes being examined include changes to the maximum number of units per acre permitted by right (changing this number from 6 to 30 or potentially removing the cap entirely). Changes to the allowable floor area ratio (FAR) from 0.2 to 2.0 is also being explored is increasing the height permitted in this zone from 3 to 5 stories, removing the minimum lot size requirement, increasing the allowable lot coverage, and changing the required number of parking spaces per dwelling unit.

Section 3.1d. Changing the existing Commercial Zoning District located along both sides of Felton Street (within the Carter Street Station Area and within walking distance of the Carter Street Station) is a possibility. The Law Department has already examined changing this area to a new district which would allow multi-family housing. The three (3) scenarios currently under review would increase the potential multi-family housing by between 372 and 780 units.

In addition, there are two existing districts in Waltham that fall within $\frac{1}{2}$ mile of transit stations in Belmont and Weston that are at least 5 acres in size. These districts do not allow for residential use. Both of those locations will also be undergoing examination.

Section 3.2. There are a number of non-housing factors that must be examined by the City in amending and/or changing zoning districts. Within $\frac{1}{2}$ mile of the Carter Street station, for example, there are eleven (11) intersections currently operating at a level of service (LOS) of D or worse. See the City's Transportation Master Plan:

https://www.city.waltham.ma.us/sites/g/files/vyhlif6861/f/file/file/waltham_tm_p_report_final_2017-01-24-reduced_size.pdf

If the necessary amenities, including grocery stores, are not within walking distance of potential new housing at the Brandeis/Roberts station area (Hannaford's grocery store is within walking distance of the Carter Street station area, within $\frac{1}{2}$ -mile of that commuter rail station), then occupants of any new housing in that area will still need private motor vehicles; even residents of the Carter Street station area may prefer to use stores that are further away, thus also requiring private motor vehicles. As the City's bus service is being reduced by the MBTA, the routes will have to be examined

to determine whether they can accommodate the needs of such occupants. The addition of motor vehicles related to such new housing units will adversely impact the already difficult LOS and the City will have to explore methods of addressing such adverse impacts.

With respect to the areas within the ½ mile Waverley and Kendall Green station areas, there may also be issues with respect to accessibility to grocery and other retail services that must be explored.

The potential increase in units will also place an additional burden on the City's school system. The school superintendent has been asked to analyze the potential impact of an additional 3,982 units on said system to determine whether the schools closest to the rail station areas are able to accommodate the potential increase in student population. The superintendent's office has roughly estimated that at least 1,000 new students would be expected to attend elementary, middle and high school and this number would put the relevant schools far over capacity.

The City Engineer has been asked to examine the impact on the City's water and sewer systems and while the capacity may exist, he has indicated that the lines for both services within ½-mile of the Carter Street Station area date, for the most part, from the early 1900s/1920s. A portion of the water main on Main Street was lined in 1974; on Moody/Felton Streets, no rehabilitation information on the lines exists. A portion of Moody/Lexington Street was installed in the 1940s, but no rehabilitation information on those lines exists. Likewise, the sewers on Felton and Carter Street, built in the early 1900s, have had a portion lined in 2005, but no information has been found with respect to any rehabilitation of other lines within the Carter Street Station area since those lines were constructed in the early 1900s.

In addition to City infrastructure issues, the City is also concerned about maintaining and expanding its vibrant downtown with retail and restaurant uses. Such uses draw people to this area, maintaining an economically viable downtown business district.

Section 4. Action Plan Timeline.

As noted previously, the Master Plan Committee has already had a series of public meetings/hearings in which various issues have been discussed.

The Committee has also advised that it plans to have a representative of the City Law Department and the City Planner attend a meeting. No date has yet been set for said meeting. Also, a zoning consultant will be hired. Said hiring will be publicly bid and posted within the next two weeks.

Once the City Council holds its meetings on Section 3A, the City Council will work with the City Planner, the Law Department, and the consultant to identify the appropriate zoning changes to make and to have the appropriate language drafted.

Once zoning amendment language is decided upon, the City Council will have to schedule a public hearing with notice published twice, the first notice at least two (2) weeks prior to the hearing date.

General Process

Once the public hearing requirement under M.G.L. chapter 40A has been satisfied, the City Council will tweak the proposed zoning ordinance amendment(s) as needed and then vote on same. Every ordinance must go through a first, second and third/final reading before adoption. At least ten (10) days prior to final adoption, it must be published in a newspaper of the City. Upon adoption, it must be submitted to the Mayor for her signature.

It is expected that the Master Plan Committee public meeting/hearing will be scheduled within the next month. The City Council meets every second and fourth Monday of each month except July and August.

Other feedback regarding the compliance process:

Since the goal is to determine the potential for additional units being placed within ½ mile of the commuter rail station, it is unclear why DHCD has apparently adopted a policy that prohibits analysis based on aggregate land area within said ½ mile and instead focuses on existing lots. Likewise, it is unclear why existing units within an area, even though they may be nonconforming, are not able to be counted. If a multi-family unit exists as a nonconforming use, then it has a legal right to remain in existence.

With respect to the formula used to arrive at the number of new units a community must be able to potentially provide by right, the state has put

communities that already provide multi-family housing at a disadvantage. Waltham already provides a total of 26,545 housing units according to the 2020 census figures. Of that number, 15,294 or 57% are multi-family units, but the City is not given any credit in DHCD's formula for all of the multi-family housing that it already provides where it is provided in zoning districts that do not allow by right a minimum of 15 units per acre. In fact, Waltham is penalized for providing such a large number of multi-family units as communities that do not provide as many units are required under DHCD's formula to provide fewer potential new units.

Waltham already has c.40B developments, including one on Lexington Street and one on Second Avenue open to all ages as well as one that was developed by the City on City-owned land (former Hardy School) for senior citizens, when a need for such senior housing was identified. Additional c. 40B developments have been approved for Pond Street, Newton Street, and Winter Street. Because such developments are not "by right," however, DHCD does not consider them to be addressing housing needs in the community. In addition, the City has converted a school on Main Street to condominiums to help increase housing within the City, but the City is not given any credit in DHCD's formula for such development.

c.40R Multifamily Count

Brandeis - Roberts Station

LUC	# Units
905	3
112	419
1.11	28
105	12
908	24
13	6
102	48
Total	540

Carter Street Station

LUC	# Units
013	929
014	7
031	137
102	663
105	291
109	64
111	990
112	1436
121	180
905	46
908	263
920	2
Total	5008

Citywide

LUC	# Units
112	121
013	105
031	104
043	014
125	041
111	102
109	905
Housing Authority	920
Total	15294

Land Use Code

More than 8 Units	121
Mixed use mostly residential with commercial	105
Mixed use mostly commercial with residential	104
Mixed use mostly industrial with commercial	014
Assisted living community	041
4-8 units	102
Multiple houses on one parcel	905
Housing Authority	920

WALTHAM HOUSING AUTHORITY

5-Oct-22

NON-DHCD FUNDED PROJECTS - 7/1/2012 through 10/5/2022

ABCD Low-Income Multi-Family Retrofit Program LEAN PROGRAM

Prospect Terrace: 200-1 CFL/LED light bulbs and miscellaneous outdoor fixtures.	x
Chesterbrook Gardens 200-2: CFL/LED light bulbs and miscell: \$9,115.56	x
Gorman's Court 705-2: LED light bulbs and miscellaneous items for te \$2,339.77	x
New Grove: 705—3 LED light bulbs and miscellaneous items f \$425.34	x
Beaverbrook Apartments: 667-2 CFL/LED light bulbs and miscella \$10,891.30	x
Myrtle Street:667-3 CFL/LED light bulbs and miscellaneous ite \$1,609.88	x
Congregate Housing 667-9 CFL/LED light bulbs and miscellan \$1,609.88	x
Banks Street 667-7: LED light bulbs and miscellaneous items fc \$303.39	x
South Street 705-2 LED light bulbs and miscellaneous items for te \$266.14	x
Prospect Terrace 200-1 Replace all gas boilers (Condensing) and \$690,000.00	x
269-279 School Street Insulation and Air Sealing \$23,586.18	
101 Prospect St, 59 units Programmable Thermostats - Energy I \$58,000.00	

15 Townsend St, Insulation & Air Sealing	\$11,097.00
231-237 School Street- Insulation & Air Sealing	\$22,898.26
2001 - Prospect Terrace - WX - Insulation & Air Sealing, Energ	\$85,000.00
37 Banks - WX - Insulation & Air Sealing, Energy Efficiency U	\$9,000.00
48 Pine Street - Replace existing gas boilers, install 5 Lochinvar	\$750,000.00
705-2 - 20 Gorman's Court - Ext Wall Injection Foam Insulatior	\$15,628.00
Prospect Terrace 200-1	
Myrtle Street 667-3	
Winchester Crane 667-8	
Chesterbrook 200-2	
Dana Court 200-3	
Installed insulation and	
weather stripping at	
above sites.	
	\$234,000.00
	x
Newton/Waltham Home Consortium Funding	
Winchester Crane 667-8 Boiler, gas stoves and hot water storag	\$329,000.00
	x
Dana Ct 200-3 Boiler and hot water storage tank replacement.	\$170,000.00
	x
Myrtle Street 667-3 Boiler, gas stove and hot water storage tank repla	\$238,000.00
	x

Myrtle Street 667-3		
Railing and common hall renovation	\$183,000.00	x
Winchester Crane 667-8		
Common hall painting and carpet replacement	\$88,000.00	x
Orange Street 667-4 Railing and common hall renovation HP upgrades	\$501,000.00	o
ABCD ACTION		
ENERGY		
300 South 667-9 boiler replacement for 20 congrate units	\$175,000.00	
City Of Waltham CDBG Funding		
Chesterbrook 200-2 Computer Center	\$125,000.00	
Prospect Terrace Learning Center renovations	\$210,000.00	
Prospect Terrace Learning Center	\$87,000.00	o
Chesterbrook 22 Brookway Rd.roof repair.	\$38,000.00	o
Dana Court 200-3 Spray Park	\$525,000.00	o
Chesterbrook Gardens dumpster and repave sidewalks and road \$489,000.00		x
705-5, 35-45 Marguerite Ave - Boiler upgrades \$15,000 ea	\$30,000.00	x

KaBoom		
Playground apparatus	\$52,989.00	x
CPA Funding		
Winchester-Crane 667-8 Slate roof replacement	\$895,000.00	
Prospect Terrace 200-1 Playground funding	\$8,500.00	x
37 Banks Street -Bldg Rehab.,site and accessibility improvemer	\$752,000.00	
Prospect Terrace 200-1 Roof Replacement	\$425,000.00	o
Beaver Brook Apartments 667-2	\$792,000.00	
Beaver Brook Apartments 667-2 Roofing	\$771,050.78	
City of Waltham Sustainability Program		
Bright Street 705-2 Boiler replacement	\$109,000.00	x
Banks Street 667-7 Boiler replacement	\$70,000.00	x
Townsend Street 689-1 Boiler replacement	\$35,000.00	o
Banks Street 667-7 Window replacement	\$34,000.00	
UDAG FUNDING 667-2 667-3 667-4 WINDOW & DOOR RE	\$940,714.00	

PARADIGM SUSTAINABILITY PROGRAM

<u>Project Name</u>	<u>Address</u>	<u>Cost \$</u>
14-449 Hammond Street	146-148 He	\$ 4,753.80
14-448 Townsend Street	15 Townse	\$ 6,197.60
2-14-434 Charles Lawless (F	120 Pond	\$ 30,445.30
2-14-436 Dana Court	9 Gardner	\$ 2,710.80
2-14-430 Arthur Clark (FED)	48 Pine Str	\$ 120,578.70
2-14-445 Winchester Crane	101 Prospe	\$ 63,532.20
2-14-253 Prospect Terrace	108 Prospe	\$ 150,424.50
	\$ 378,642.90	
	\$10,377,667.38	

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The Nathaniel at Banks Square Condominium Trust
Sale Price

Unit #	List Price	Sale Price	Status
100	\$260,000	\$270,000	Closed 9/29/2016
101	\$425,000	\$431,500	Closed 4/12/2017
102	\$275,000	\$300,000	Closed 9/29/2016
103	\$400,000	\$400,300	Closed 1/6/2017
104	\$300,000	\$302,000	Closed 5/16/2016
105	\$275,000		P&S signed to close 7/2017
106	\$235,000	\$236,000	Closed 11/17/2016
200	\$235,000	\$200,000	Closed 2/19/2016
201	\$250,000	\$256,505	Closed 4/12/2016
202	\$285,000	\$291,201	Closed 2/5/2016
203	\$260,000	\$247,000	Closed 2/10/2016
204	\$275,000	\$278,400	Closed 4/15/2016
205	\$275,000	\$286,776	Closed 8/11/2016
206	\$275,000	\$276,001	Closed 4/26/2016
207	\$300,000	\$302,605	Closed 2/11/2016
208	\$275,000	\$278,708	Closed 7/12/2016
209	\$375,000	\$375,021	Closed 1/6/2017
300	\$300,000	\$301,000	Closed 7/25/2016
301	\$235,000	\$235,000	Closed 6/15/2016
302	\$285,000	\$302,600	Closed 6/1/2016
303	\$260,000	\$266,792	Closed 1/28/2016
304	\$285,000	\$292,000	Closed 7/29/2016
305	\$275,000	\$276,001	Closed 6/2/2016
306	\$275,000	\$285,000	Closed 4/5/2016
	\$6,890,000	\$6,690,410	

NOTE: Affordable Units 106, 200 & 301

* Two-Bedroom unit

EXHIBIT B

Unit Number	Location	Number of Bedrooms	Number of Rooms	Appx. Area (s.f.)	Storage Unit	Appx. Area (s.f.)	Parking Spaces	Immediate Common Area to Which Has Access	Proportional Interest
106	First Floor	1	3	780	A	120	2, 47	First Floor North	3.41%
200	Second Floor	1	3	813	S	145	3,46	Second Floor East	3.41%
301	Third Floor	1	3	719	AA	217	1,48	Third Floor East	3.41%
100	First Floor	1	3	748	N	91	7,42	First Floor East	3.77%
101	First Floor	2	4	1415	Z	49	23,24	First Floor South	6.17%
102	First Floor	1	3	762	J	72	38,39	First Floor West	3.99%
103	First Floor	2	4	1308	L	55	22,25	First Floor West	5.80%
104	First Floor	1	3	875	G	57	19,28	First Floor North	4.36%
105	First Floor	1	3	777	B	87	11,36	First Floor North	3.99%
201	Second Floor	1	3	719	U	117	4,45	Second Floor East	3.63%
202	Second Floor	1	3	782	O	84	15,32	Second Floor East	4.14%
203	Second Floor	1	3	733	X	111	5,44	Second Floor South	3.77%
204	Second Floor	1	3	778	M	69	14,33	Second Floor West	3.99%
205	Second Floor	1	3	761	C	103	8,41	Second Floor West	3.99%
206	Second Floor	1	3	777	E	69	12,35	Second Floor West	3.99%
207	Second Floor	1	3	877	K	55	20,27	Second Floor North	4.36%
208	Second Floor	1	3	776	T	88	10,37	Second Floor North	3.99%
209	Second Floor	2	4	1171	Y	70	21,26	Second Floor North	5.44%
300	Third Floor	1	3	813	P	78	18,29	Third Floor East	4.36%
302	Third Floor	1	3	782	R	84	16,31	Third Floor East	4.14%
303	Third Floor	1	3	733	D	103	6,43	Third Floor South	3.77%
304	Third Floor	1	3	783	F	57	17,30	Third Floor West	4.14%
305	Third Floor	1	3	761	Q	90	9,40	Third Floor West	3.99%
306	Third Floor	1	3	777	H	69	13,34	Third Floor West	3.99%